

To-day's
Advertisements.

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS.

MONDAY, TUESDAY, and WEDNESDAY,
25th, 26th, 27th September, 1899.

THE Committee request the pleasure of the Company of the Ladies of Hongkong, in the enclosure of the BATH HOUSE, on WEDNESDAY, the 27th instant, on the occasion of the Annual Aquatic Sports, (when the PRIZES will be presented by Lady BLAKE).

ADMISSION for Non-Members, each day, 50 cents; Soldiers and Children Half-price. Hongkong, 21st September, 1899. (12022)

NOTICE.

THE FOURTH GYMKHANA MEETING of this Season will be held at HAPPY VALLEY, RACE COURSE, on SATURDAY, the 14th October, 1899. Weather permitting. Hongkong, 21st September, 1899. (12014)

FOR SALE.

THE STEAM LAUNCH, WINDSOR HOTEL, 1 Year Old, 38 feet Keel, 11.6 Width, 64 Dept. COMPOUND ENGINE. Apply to

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THE COMPANY'S STEAMSHIP. Captain Moore, will be despatched as above on SATURDAY, the 30th instant. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

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At the General Hospital, Shanghai, on the 13th inst., JOHN SMITH, aged 29 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 21, 1899.

NOTES AND COMMENTS.

Every Englishman will be pleased to read the Reuter's telegram which we publish to-day, announcing the fact that Dreyfus is to be pardoned. It would have been much more satisfactory to have heard that his innocence had been proclaimed, but that would have meant that others would have been implicated, and probably the French Cabinet does not feel its position to be strong enough to warrant such a step. As it is, the decision cannot but be looked upon as a direct censure on the Army in general and upon those heads who, to hide their own delinquencies, have consented, if not actually assisted at the condemnation of an innocent man. On the other hand, the pardoning of Dreyfus may be merely a politic move in order to encompass the withdrawal of the boycott against the Paris Exhibition of next year. As we before pointed out, the failure of the Exhibition, for which such immense preparations have been made, would be a great blow to France and possibly no better method of gaining the release of Dreyfus could have been devised than the course adopted by some of the prospective exhibitors. Still, we should not advise Dreyfus to remain in France after his release. The knowledge which he must possess of the real culprits in the disgraceful affair for which he has been made the scapegoat, would, we imagine, appear to the persons implicated to be a sword hanging above their heads. M. LEBLANC was shot and it is doubtful if the climate of France would prove to be any more salubrious for Dreyfus than for his Counsel.

THE TRANSVAAL. KIMBERLEY, the point to which twelve hundred troops have been sent from Cape Town is situated upon the frontier of the Orange Free State and is considerably to the south of Mafeking, the terminus of the railway. This railway, however, does not enter either the Orange Free State or the Transvaal, but is from start to finish in British territory. The railway from Durban enters the Transvaal in the neighbourhood of Laings Nek and is connected with Johannesburg and Pretoria. From Lorenzo Marques, the Portuguese settlement on Delagoa Bay, another railway runs to Pretoria and Johannesburg, entering British territory at Komati Poort. To the southward there are two lines of railway connecting the Transvaal and the Orange Free State with the British territory to the southward, the lines having termini at Cape Town, Port Elizabeth and East London. From this it will be seen that either the Transvaal or the Orange Free State can be approached from several points.

THE "POWERFUL" AND "TERRIBLE." The news that the *Powerful* and *Terrible* are relieving one another via the Cape does not come as a surprise to anyone. Before the *Powerful* came down from the north it was stated that she would take that route home and the statement was only contradicted (and that in a rather half-hearted manner, on her arrival here. In all probability we shall not see the *Terrible* just yet. It is only too likely that in the event of a war in South Africa, and a war now appears to be inevitable) these two ships will be detained upon arrival at Cape Town. Carrying a crew of some nine hundred men each, the two big cruisers could between them land a naval brigade of a thousand strong with the greatest of ease, and it is only reasonable to suppose that this accounts for their sudden departure from Hongkong and England for the Cape. The pretext of relief is a capital one to adopt when sending two such powerful vessels to a port that may soon be a scene of hostilities.

REUTER'S TELEGRAMS.

THE DREYFUS AFFAIR. LONDON, September 19th. The French Cabinet has decided, in principle, to pardon ex-Capt. Dreyfus in a few days and ex-Capt. Dreyfus will not proceed with his appeal for a revision.

CHINESE EMIGRATION TO THE PHILIPPINES. The Chinese Minister at Washington has protested against the exclusion of the Chinese from the Philippines.

GERMAN DECORATIONS TO JAPANESE OFFICIALS. The Emperor William has conferred the Grand Cross of the Red Eagle on Marquis Yamagata, the third class of the same order on M. Koyama, the chief Architect, and the fourth class on M. Uyeno, the Constructor of the Japanese Navy.

NAVAL MOVEMENTS. R.M.S. *Terrible* has sailed to relieve the *Powerful* on the China Station. Both vessels will proceed via the Cape.

THE TRANSVAAL CRISIS. Twelve hundred troops have been despatched from Cape Town to Kimberley.

TYPHOON WARNING. HONGKONG OBSERVATORY REPORT. The Observatory report says:—On the 21st at 10.30 a.m. Red South Cone hoisted. At 11.20 a.m. the barometer has risen slightly on the China coast. The typhoon has entered the China Sea and appears to be now situated off the W. coast of Luzon in about 16°

Lat., moving apparently W.N.W. The northern depression is probably moving E.N.E. along the S. coast of Japan. High pressure over N. China with very strong monsoon on the coast. FORECAST—N.E. winds, freshening considerably; squally, showery. N. and N.E. gales in the N. part of the China Sea.

The following telegram has been courteously forwarded to us by U. S. Consul-General R. Wildman:—

WARNING FROM MANILA. MANILA OBSERVATORY, September 20th, 6 p.m. Typhoon is moving actually Westwards & will probably enter to-night North and of Luzon.

LOCAL AND GENERAL.

A LONDON telegram of 25th ultimo, to an Australian paper states:—News has been received of the suspension of four American consuls in China, who are charged with being implicated in the fitting out of filibustering expeditions for the relief of the Philippine insurgents. They have been ordered to return to the United States.

DETECTIVE-SERGEANT. G.H.M. of the Shanghai Police, assisted by three native detectives effected the arrest of the man and two accomplices who robbed the residence of Liu Hsiao-hsun, 82, Bubbling Well Road, one of the Empress's secret envoys to Japan. The stolen articles which mainly consisted of presents from the Mikado to the Empress were all recovered and are valued at about Tls. 18,000.

THE M. C. D. *Atas*, is informed that H.E. Sheng, Director-General of the Hanyang Ironworks, etc., etc., intends to start for the North in a few days, on the next trip of the China Merchants steamer *Huan* to Tientsin. H.E. will also visit Peking for a special audience with the Empress Dowager from whom, it is understood, permission is to be asked to sanction a loan of Tls. 5,000,000 from a Japanese syndicate for the extension of the Hanyang Ironworks.

A HORSE belonging to Captain Irving R.A.M.C., on its way from Jacobabad to Quetta, managed to jump out of the horsebox while the train was passing through the Pir Panj tunnel, on the Bolan section.—N.W.R. The train being brought to a standstill the syc was put down to try and secure the animal—or his remains; and then it proceeded onward. On arriving at Kolpur, man and beast were found waiting there to be again taken up, and, marvellously to relate, the horse had escaped practically unhurt.

As a result of inside information, the *World* correspondent is able to make the following positive announcement:—President McKinley believes that the war in the Philippine islands will be ended before the meeting of Congress in December. The capture of Aguinaldo, which the administration believes will put an immediate stop to the insurrection, is anticipated daily. It is not generally known, but a fact nevertheless, that Major-General Otis has a band of native scouts reconnoitering in the enemy's territory, and his reports indicate that he believes the capture of the insurgent chieftain is not a long way off.

It is stated in Shanghai mandarin circles that the Mikado has appointed a high official of the Japanese Foreign Office to visit China to repay the Empress Dowager's visit of courtesy represented by the secret envoys Liu and Ching, and that the Tsungli Yamen, having been informed of the intended visit to Peking, has notified the Shanghai mandarins to give every honour and courtesy to the Mikado's envoy when he arrives at that port. There are also reports in the same quarter that the Japanese envoy has been empowered to reply on behalf of the Mikado to all the proposals brought forward by the Empress Dowager, one of them being the proposed alliance.

A FIRE occurred at 10.30 p.m. on the 19th inst. in a silk shop at the corner of Nanking and Kweichow Roads, Shanghai. Inspector Wilson promptly had a couple of streams playing and a detachment of men saving the contents of the shop. The Fire Brigade turned out with their usual alacrity and the flames were confined to the one house and thoroughly subdued by 11.30 p.m. Everything of any value was saved from the interior of the premises. The owner had none of his effects insured. The property it is believed belongs to Messrs. Sasson & Co. The origin of the fire is unknown, but it occurred in an attic on the top floor. The premises were only partially destroyed.

A CANADIAN returned after a year's service in the hospital corps at Manila, says that things in the Philippines are worse even than the press correspondents indicate, when they get away from the censor. The news of reverses to the American side has certainly been kept from the American people. For instance, there was no mention made of the retreat of the troops at Pasig. Before the city was taken a detachment of 1,000 men, under Colonel Smith, was sent across the Pasig to advance on the other side. Before they were aware of it, these troops were almost surrounded by rebels. They had to run half a mile, and swim the river. The incident has been known ever since as 'Smith's Run.' Pasig was taken just at sundown a few days later. S. D. Press.

THE "WIVERN" AT CANTON.

An occasional correspondent, writing from Canton informs us that the reason for the *Wivern*'s visit to that city is not on account of the pirates who have been making matters unpleasant on the waterways of the Two Kwangs, but on account of the well-known anti-foreign prejudices of the Viceroy. This gentleman had remarked that only small gunboats could get up to Canton and so the *Wivern* with her big guns, was sent up as an ostensible demonstration of the erroneous character of the ideas of the Viceroy. The *Wivern* leaves Canton to-morrow and will pay off on her return.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the Monthly Meeting of the General Chamber of Commerce, held at 3.30 p.m. on Tuesday, the 12th September, 1899.—Present: Messrs. R. M. Gray (Chairman), A. McConachie (Vice-Chairman), A. Haupt, Sir Thomas Jackson, Hon. J. J. Keswick, Messrs. W. Poate, H. R. Ritchie, N. A. Siebs, Hon. T. H. Whitehead, and Mr. R. C. Wilcox (Secretary).

The Minutes of the last Monthly Meeting (held 10th August) were read and confirmed.

NEW MEMBERS. The following had been elected to Membership since the last meeting:—Mr. L. A. Levy, Messrs. O. Nervegia & Co.

PREFERENTIAL DUTIES ON JUNK-BORNE GOODS. Read despatch from H.B.M.'s Charge d'Affaires at Peking, dated 7th August, in reply to Chamber's letter of the 18th July, in which, while admitting that the Chamber's proposal to abolish the Native Customs went to the root of the evil, Mr. Bax-Ironside said it involved such wide-spreading consequences that he felt it his duty to submit the matter for the consideration of H.B.M.'s Secretary of State for Foreign Affairs.

It is decided that for the present, nothing more could be done in the matter.

A letter acknowledging receipt of the letter from the Foochow Chamber was despatched on the 14th August, enclosing copy of the Postmaster-General's reply to the Chamber's letter of inquiry.

Read reply from the Foochow Chamber, received 8th Sept., enclosing copy of the Postmaster-General's reply to the representations of the Foochow Chamber.

CABLE RATES BETWEEN THE EAST AND EUROPE. The Secretary reported that on the 14th August a letter was addressed to the Ceylon Chamber of Commerce in reply to their letter of the 21st June, and transmitting a copy of the resolution passed at the last meeting of the committee, that on the same date copies were forwarded, with covering letter, to the Colonial Secretary asking that H. E. the Governor would transmit same to the Secretary of State for the Colonies; that on the 19th August the resolutions, with circular covering letter, were likewise addressed to the Madras, Bombay, Bengal, Rangoon, Penang, Singapore, Canton, Amoy, Foochow, Shanghai, Kienkiang, Hankow, Tientsin, Kobe, Yokohama, Liverpool, London, Birmingham, Manchester, Southampton, Glasgow, Edinburgh, Dublin, Cardiff, Sydney, Melbourne, Brisbane, Adelaide, and Dundee.

The Chairman read letter from the Shanghai Chamber of Commerce in reply to Chamber's letter and resolutions dated 6th September stating that they were in entire sympathy with the resolutions and asking how it was proposed to carry them into effect.

It was decided to reply to the effect that the resolutions, which had been widely circulated and would be laid before the Secretary of State for the Colonies, were intended merely to support those passed by Indian Chambers on the subject.

It was also resolved to prepare resolutions dealing with the charges made by Telegraph Cos. from Hongkong.

THE PIRACIES AND DISORDERS IN THE TWO KWANGS. The Secretary reported that in accordance with the decision taken at last meeting, the following telegram was, on the 10th August, sent, through the courtesy of Messrs. Jardine, Matheson & Co., for transmission by Mr. W. Keswick, M.P., to the London Chamber of Commerce:—

"Kwang province very unsettled. No reliance can be placed in the Viceroy of Canton. Piracy interferes seriously with trade. We urge upon you the necessity of more gunboats to protect our interests West River."

This was followed on the 11th inst. by a letter setting out the facts at length.

On the 14th, a reply was sent to Messrs. Bradley & Co., acknowledging receipt of their letter of the 10th, which was read at last meeting.

On the same date a letter was addressed by the Chamber to H.B.M.'s Charge d'Affaires at Peking pressing the matter on his attention.

On the 15th August a letter was sent to the local Government enclosing copies of the last named despatch and, on the 16th inst., a letter was addressed to H.B.M.'s Consul at Canton transmitting a copy of the Chamber's letter to the British Minister for his information.

Read despatch from H.B.M.'s Charge d'Affaires at Peking, dated 29th August, acknowledging receipt of above and stating that further gunboats had been ordered to the West River to assist the *Sandpiper* in patrol duty, and urgent representations had been made to the Chinese Government which it was hoped might eventually result in the suppression of piracy.

The Chairman said:—The representations which have been made to the British Government from various sources have had the effect of the *Tweed* and a torpedo boat being despatched to the West River, and we just hear that the *Wivern* is commissioned to go to Canton. This of course is a step in the right direction and would be of great help if the Chinese Government could be persuaded to make any real effort to improve the deplorable state of affairs in these provinces. I am afraid, however, that if we wait until they do, we shall see matters drift from very bad to much worse, and that more British gunboats; or what would be more useful; well armed launches for creek work are urgently required. There is a large country to be patrolled, which is all more or less in a state of lawlessness, so that peaceful traders when they start on their travels never know whether they will reach their journey's end without being robbed and plundered; while blackmailing goes on with impunity. There is no question that this condition of affairs is having a serious effect on trade; and the point arises what further steps can be taken.

After considerable discussion, and in the understanding that the Government was giving serious consideration to this question, it was decided to address the Government asking that steps should be taken to further increase the gunboat flotilla on the inland waters of South China.

THE IMPOSITION OF A DISCRIMINATING DUTY ON FORMOSA TEAS. A letter had been received from the Amoy Chamber of Commerce, dated 12th August, acknowledging receipt of Chamber's letter of 5th inst. forwarding copy of despatch addressed to Sir Ernest Satow.

Read letter from the British Legation at Tokyo acknowledging receipt of the Chamber's despatch of 12th August and stating that H.B.M. had referred the matter to the consideration of the Secretary of State.

THE SYSTEM OF LEVYING FINES FOR OPIUM SMUGGLING AT SAIGON.

The Secretary reported that nothing having been heard as to the result of the representation the British Consul at Saigon was requested in May last to make to the French Authorities with reference to the hardship inflicted on masters of steamers by fines levied for discovery of opium on board through the agency of paid informers, an inquiry was, on the 31st August, addressed to the local Government, and a reply received next day stating that the matter had been referred to the Secretary of State for the Colonies for his consideration.

THE ALLEGED NEW SYSTEM OF REVENUE AT KAOCHIAU. A letter was, on the 21st August, addressed to the Shanghai General Chamber of Commerce enclosing copy of the letter received from the Kaitaki Road Board asking for details of a novel system of raising revenue alleged to have been adopted in German China, and suggesting that if in possession of any information on the subject they would perhaps be willing to import it to the New Zealand Inquirers.

Read reply to the above dated 6th September, in which it was stated that as a cosmopolitan Chamber the Committee felt they were not in a position to comment on the system of collecting revenue adopted at Kaitaki nor to reply to the Kaitaki letter.

Resolved to reply to the Kaitaki Road Board that the Chamber were not in possession of the desired information.

FOURTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE. Read circular letter from London Chamber of Commerce, dated 7th July, in which this Chamber is invited to send representatives to the above congress, to be held in June, 1900, and enclosing nomination form.

The Chairman said that, as the appointments had to be made by October, it would be as well to take the matter in hand at once.

Hon. T. H. Whitehead having intimated that he expected to be in England next summer, the Committee asked him to be good enough to attend the congress as one of their representatives.

Subsequent to the meeting Sir Thomas Jackson, who also intends leaving for home in the spring, was invited and consented to attend the congress as one of the Chamber's delegates.

QUARANTINE AND THE SUSPENSION OF IMMIGRATION TO STRAITS SETTLEMENTS. After some discussion, it was decided that the time had arrived, the bubonic plague having become merely sporadic, to ask the Government to be good enough to write or telegraph to the Straits Settlements Government a request for some modification of quarantine restrictions and the removal of the embargo on immigration from Hongkong.

PROPOSED ESTABLISHMENT OF A RIVER CONSERVANCY BOARD AT SHANGHAI. Read circular letter from the Shanghai Chamber of Commerce, dated 21st August, enclosing copy of correspondence with the Consular Body at that port on the proposal to establish a Board of Conservancy for the River Whangpu. The letter asked the support of this Chamber in the endeavour to impress on the various Treaty Powers the great necessity in the interests of international trade for the establishment of a Conservancy Board in Shanghai.

Resolved to reply to the effect that while quite in sympathy with and approving of the object in view the Committee were not aware what this Chamber could do to forward the scheme but if the Shanghai Chamber could recommend any particular line of action they would be pleased to give it consideration.

THE INTERNATIONAL COMMERCIAL CONGRESS AT PHILADELPHIA. Read letter from Mr. A. M. Townsend dated New York 31st July accepting with pleasure the invitation of the Chamber to represent it at the forthcoming Congress.

Also read letter from Dr. Wilson, Secretary to the Congress, in reply to Chamber's letter intimating the appointment of Mr. Townsend and expressing much satisfaction thereat.

REUTER'S COMMERCIAL TELEGRAMS. The Secretary stated that various suggestions for improved information had been collected and would be placed before Reuter's Agent but that as the same outward messages were supplied to Shanghai the subscribers there would have to be consulted before an alteration could be made.

It was generally conceded that an improvement was required.

INLAND WATERS NAVIGATION. A letter from the representatives of the Hongkong, Canton and Macao Steamboat Co., Ltd., the Indo-China Steam Navigation Co., Ltd., and the China Navigation Co., Ltd., accompanied by copies of extensive correspondence relating to the withdrawal of certain rights under the Steam Navigation Inland Rules and Regulations on the West River was laid on the table.

MIRS BAY DISTURBANCES. We were not able to give last night the conclusion of the proceedings at the Magistrate's, owing to the lateness of the hour at which they terminated. We give it to-day.

Mr. Thomson briefly opened the other case. The complainant, a ticket collector on board the steam launch *Nam Chow*, said he was in his launch in Mirs Bay on the 7th September. He went ashore in a small boat to get passengers, calling out, "Any people wanting to go to Hongkong may go in this boat." The first defendant, who was standing on the sands, said "Kill him, beat him," then about ten men rushed at him. The third defendant gave him a push with his hands and he fell into the water. The second defendant and others struck him with their fists. The first defendant struck him with a spear and then poked him with it, and hurt him very badly. The first defendant called out, "Beat him; kill him; don't be afraid." Hearing this the fifth defendant rushed at complainant with a long sword in his hands and tried to chop him. He jumped into the water and so escaped. He then went further ashore and sat down on the sands, as he had swallowed some water. When he tried to get into his boat to go on board the steam launch, the first defendant pointed a revolver at him and said, "Don't go aboard your steam launch; if you do I will kill you." When he heard this he was frightened and he ran to another part of the beach and engaged a small boat, which rowed him to the steam launch.

By Mr. Crist:—It was high tide when this occurred, and it took place on the water side of the low water mark. They had not been having any trouble with the villagers at Mirs Bay. No demand had been made for a landing fee. The people wanted to prevent the *Nam Chow* steam launch running, because they wanted to keep the business for their own launch. He had known the fifth defendant since the fourth moon, and he had known the others for several years. There were 200 or 300 men ashore armed with sticks and knives; and they were all threatening him. More than ten rushed at him. He knew some of the others besides the defendant. The defendants were employed on board the *Kwai Sang*. It was not because he could not get at the villagers that he was taking proceedings against the defendants.

By the Court:—He went into the Hospital on the 7th September and came out on the 19th.

Lee Lun Kin, a boatman at Mirs Bay, and Sergt. Sim gave evidence.

Mr. Crist said there had been considerable trouble in respect to the landing tax, and the *Nam Chow* had not been allowed to carry passengers for some time. The case for the defence was that the defendants had nothing whatever to do with the assault. No doubt the man was assaulted, but he was assaulted by the villagers for trying to get passengers without paying the tax.

A couple of witnesses deposed that the defendants did not take part in the assault.

His Worship discharged the fourth defendant, as the evidence

what still added to the beauty of the fish were their "two-screw" tails. Every one of them had two distinct tails extending from the vertebrae, many possessing these peculiar "propellers" in great length, some even as long as their bodies. There were also bronze-coloured fish with straight lines of gold down their backs, pretty silver-coloured fish, all of which sported in sparkling tanks of water with other coloured creatures of the finny tribe.

The *Kasai* left Nagasaki on September 4th and made a rapid trip to Wei-hai-wei, the northern port recently handed over to England by Japan. On looking round this place the first thing noticeable is how thoroughly landlocked the harbour is—how inaccessible would the harbour be to enter from either the east or west entrances were they strongly fortified, which it does not appear likely they will be according to what has recently been said in the House of Parliament. The inhabited part of the island faces north, and the houses are substantially built of stone, and much cleaner than most Chinese dwellings. The streets are somewhat narrow and short, so much so that to walk through the town, it is as if one were wending his way through some intricate puzzle. There is no hotel in the place, and visitors have to put up at a boarding-house (if there is room) if they wish to remain any time. A substantial iron pier, jutting out into the harbour about a hundred yards and called the Admiralty Pier, is being built, which, of course, will be a great boon to the shipping, unless it is to be used solely by the government. When the *Kasai* left for Chefoo, H. M. Ships *Aurora* and *Plour* and also an Italian cruiser were in harbour.

Passengers had an opportunity of "doing" Chefoo thoroughly, for the vessel remained there two days. One would almost think the place was populated solely by Europeans, for there were many children, especially on the beach, where a great number were collected outside the English Club to listen to the strains of the band from an Italian cruiser in harbour. So many children in evidence is accounted for, of course, by the location at this port of one of the best schools in the Far East, the pupils coming from all parts of China and even Japan to receive an education. All the hotels were full of visitors, several being there for the purpose of attending the races, which took place on the 12th September. As is usual in all the ports in the East the Europeans occupy the "blue" for their residences, and bright and pleasant the hill is too. Chefoo, however, lacks one thing in particular, that is a good level road right along the beach from the Club to the Family Hotel. The shipping at this port is considerable. Chefoo is also well-known for its supply of fine fruit, pears in particular.

From Chefoo the *Kasai* returned to Wei-hai-wei for a few hours and then steamed to Shanghai, where she arrived on the 10th inst., after a most pleasant and uneventful trip. We were sorry to part with several passengers here, all of whom spoke in glowing terms of the round voyage and the good treatment they had received during the same. A look round Shanghai revealed many changes during only a few months, residences and buildings having sprung up in all directions. The appearance of Peking Road has been particularly enhanced by the erection of tasteful brick buildings. It will be remembered that nearly twelve months ago the big premises of Messrs. Hall and Holz were destroyed by fire; and by this time one would have expected to see a new building considerably advanced, but the fact is, the foundations are no more than completed. Large buildings along the Nanking Road are finished, and new erections are almost completed where not many months ago stood the Metropole Hotel (destroyed by fire) opposite the Recreation Ground and Race Course. The last mentioned will soon be a scene of activity and excitement as the races are close at hand. Of late there has been considerable rain, but at present atmospheric conditions are all that could be desired—delightfully cool and bracing. We leave for Foochow to-morrow (Wednesday).

CLEANER.

THE PLAGUE.

Cases reported to 20th instant 1,459
Do. do. during past 24 hours 4
Total 1,463
Deaths reported to 20th instant 1,402
Do. do. during past 24 hours 4
Total 1,406

THE SZECHUEN MINES.

THE PROPOSITIONS OF A FRANCO-CHINESE MINING CO. REFUSED.

The *Shanghai Daily Press* of 13th inst. says:—A native paper last week published a statement that a purely Chinese Company had been formed by the Bureau for Mining Affairs in Szechuen for the working of the rich mineral deposits of that province. It was also stated that the agreement and regulations, which were also published and which appeared in the *Mercury* of 9th inst., had been passed by the Tsungli-Yamen. News which we yesterday received from a Peking correspondent enables us to state that the alleged companies have no existence, though certain propositions appear to have been made to the Yamen. The wire says:—

Alleged Chinese and French mining concessions in Szechuen do not exist. Propositions made to the Tsungli-Yamen were refused.

HOAXING A CITY.

The Ngranlu correspondent of the *N. C. D. News* writes:—There was quite a commotion throughout this city a few days ago, caused by a report that a man who died and was buried a year ago, had risen from the dead. He was first seen by a small boy who one evening was carrying a basket of vegetables along the road near the place where he was buried, when the man rose from the grave, snatched the basket out of his hands and disappeared. The next day numbers of his grave were found at the end of the coffin knocked out and nothing inside. In a day or two the story grew, others affirmed that they had seen the man and that his hair had turned red. Some of the wisecracks thought it their duty to inform the *Yamen*, and it was reported that official had promised to hold an inquest, but the people were not quite clear whether the inquest was to be on the man or on the empty coffin. Although several days have passed no inquest has been held, the excitement has subsided, and those who at the time were the most excited have come to the conclusion that it is all a tale.

FIRE AT SHANGHAI.

A FIREMAN FATALLY INJURED.

Shanghai, 13th September.
The fire alarm sounded yesterday evening at 6.45 for a fire which had broken out at a small native general store in Rue Hué, off the Rue du Consulat, in the French Settlement. On the arrival of the brigades it was found that both sides of the street were on fire; this was peculiar, as the street at that part is fairly wide and the flames barely had time to cause the opposite houses to burn. The conflagration was suppressed in about an hour, and about fifteen houses in all were destroyed. A detachment of sailors from H. M. S. *Brisk* assisted the firemen. The fire originated upstairs, it is supposed, though the upsetting of a lamp. The house was new and had only been occupied about a month. The property is European-owned. A sad accident occurred at the outset to one of the Hongkong Company's firemen, Mr. J. Smith, who, it seems, had clambered up to the verandah of a burning house and whilst there the verandah gave way, precipitating him into the street. He sustained severe injuries, and was carried into the Central Fire Station where Mr. Alexander, the apothecary there, attended to his injuries until the arrival of Dr. Blane, when it was found that the unfortunate young man's thigh was broken and he had several severe wounds on the head. He was conveyed in an unconscious condition in a hand ambulance to the General Hospital, where it is hoped he will have a speedy recovery.

It is with considerable regret that we have to record that the young fireman who was so badly hurt at the fire in the French Concession on Tuesday evening succumbed the same night to his injuries in the General Hospital. It appears that the deceased, Mr. John Smith, on the collapse of the wooden verandah, was precipitated head foremost to the ground thereby severely fracturing his skull besides breaking his left thigh in two places and consequently he never regained consciousness. Mr. Smith, who was only twenty-nine years of age, was a native of Philadelphia, U.S.A., and had only been in Shanghai about three years, having been paid off from the U.S.S. *Boston* in 1896. He afterwards served a year in the Water Police and only joined Messrs. Hall & Holz, Ltd., in April last. His connection with the Volunteer Fire Brigade dates from June last, but during that time he made himself most conspicuous by his willingness and energy. His remains will be accorded a fireman's funeral to-morrow afternoon, the coffin leaving St. Joseph's Church at half past four. The Hongkong Company to which he belonged have received numerous letters of sympathy from firemen, friends, and others.

15th September.
The funeral of the late John Smith, a member of the Hongkong Co. of the Volunteer Fire Brigade, took place yesterday evening attended with fireman's honours. After a short service at 4.30 p.m. at St. Joseph's Church, the line of route was changed and the coffin, head by the Town Band playing the Dead March in *Suit*, wended its way along the Bund and up the Nanking Road to the old cemetery. The coffin was borne upon a Mitholung truck and drawn by the members of the Hongkong Co. with mourning drag-ropes. A strong muster of firemen from both Settlements attended in uniform, as also did members of the Salvage Corps. At the entrance to the cemetery the procession was met by a posse of police under Inspector Wilson placed at each side of the road, and a numerous gathering of civilians. Services at the graveside were conducted by the Reverend Father Colombel, S.J., after which Mr. Kahler, Foreman of the Hongkong Co., expressed his regret that he was unable to speak as he was very much affected by the sad calamity, and said deceased had been an excellent fireman. Mr. Tilbot, President of the French Municipal Council, spoke a few well-chosen words in French, expressing the sympathy felt at the sad death of a man who whilst in the execution of his duty as a volunteer fireman. This closed the ceremonies and the several companies falling in marched, led by the town band, to the Longfeng Bridge where they were dismissed. Among those present at the cemetery were J. Goodnow, Esq., Consul-General for the United States, M. le Comte de Bezaure, Consul-General for France, and many members of the Ancient Landmark Lodge, of which deceased had also been a member. Mr. E. Gumpert, Foreman of the Victoria Co. and Senior Foreman, was in charge of the Fire Brigade owing to the unavoidable absence of Mr. Moore, the Chief Engineer, who was prevented from attending by the fact that yesterday was the Jewish Day of Atonement.—*N. C. D. News.*

HANKOW.

THE JAPANESE ARE EDGING IN.

A few days ago a Japanese gentleman arrived here to take up an appointment as assistant in the indoor staff of the Imperial Maritime Customs. He is the first, I understand, to enter the Customs service. Count Bernstorff, who has been chief cavalry instructor and military advisor to H.E. Chang Chihlung during the last four or five years, is about to leave the Viceroy's service, his term of engagement having expired, and I hear that a Japanese officer has been appointed to take the Count's place at Vuchang. It is said that as the agreements of the other German officers, of whom there are five or six, expire their places are also to be filled by Japanese.

An Imperial Japanese Post Office has been inaugurated at Hankow, commencing business this afternoon for the first.

The Japanese, it would appear, are going to play an important part in the British sphere of influence, in the near future.

OPENING OF A NEW PORT.

Mr. H. B. Morse, Commissioner of Customs, here, is away at Yochow making preparations for the opening of the new port which is situated some five miles from Yochow at a place called Chinlin. The opening ceremony takes place on the 1st of October.

Mr. W. J. Mason, Assistant Tidewater here, has also left for the new port. Mr. Mason was the Hon. Secretary of the Hankow Golf Club for the last five years, and in that capacity was most painstaking and active secretary and an enthusiastic golf player. During his connection with the club he managed to carry off the gold medal for his own succession, besides many other valuable prizes.

SPORT.

H.M.S. *Essex* is here and I notice that the men are at Cricket almost daily, with the intention no doubt of giving the Hankowites a thrashing, which they have hitherto failed to do.—*Mercury* Co.

KIDNAPPING AT CHUNGKING.

MISSIONARIES ACCUSED.

A letter from an occasional native correspondent at Chungking, dated the early part of July, and delayed in transmission, says that owing to the loss of a number of young children in the country towns and villages, caused, it is supposed, by the advent of a large band of kidnapers from Hupeh, the members of which make it a regular business to supply theatrical troupes in the Northern provinces with young boys to be trained as actors, there have been many reports spread about accusing foreign missionaries and converts of the crime. So great had the excitement become that Viceroy Kuei Chun had to issue a proclamation offering fifty taels reward for the arrest of a ringleader and ten taels for information leading to the arrest and conviction of one. This excited the cupidity of certain folk, amongst whom it was afterwards proved, was a Chungking man, named T'sao Shiao-an. This man wrote anonymously three letters, one to the Commissioner of Customs, one to the U.S. Consul, and one to the missionary in charge of the London Mission in the city, accusing certain persons by name of conspiring to create an uprising against missionaries on a certain date, either on the 18th or 19th of the month (July), and that these men were also the authors of the rumour accusing missionaries of kidnapping children in the interior. The letters were at once sent to the Chungking T'aoai for investigation, and T'sao was subsequently arrested on suspicion of being their author. At the trial before the T'aoai, the magistrate, T'sao was asked to write certain characters and a comparison of them with the characters in the anonymous letter together with the unsavoury reputation the man possessed proved that the suspicion was correct. T'sao was therefore sentenced to be placed in a wooden cage, within which he could only stand on tip-toe, at the front gate of the T'aoai prison. Within twenty-four hours he strangled himself in his cage.—*N. C. D. News.*

ENGLAND AND THE TRANSVAAL.

(Continued.)

Among all the matter that has recently been published on the Transvaal Question it is very difficult, if not impossible, to discover what are the exact grounds on which England bases her right to interfere on behalf of the Uitlanders and to insist on some change being made in the system of government at present in vogue in the Transvaal. With a view to making clear the position of the British Crown in this question it is well to refer to the famous Convention of 1881, and find out what exactly are its provisions. It is to be remembered that till 1877 the Transvaal was an independent state, peopled by the descendants of those Dutch settlers who had migrated northwards from Cape Colony, because they did not wish to come under English rule when the Colony was ceded by the Dutch. In April, 1877, the course of events led to Lord Beaconsfield's government proposing a Protectorate, and in December, 1879, the Transvaal was formally proclaimed to be a Crown Colony. In the following year the Boers proclaimed their independence and set up a rebellion; this led to the hostilities which culminated in the disaster of Majuba Hill. When the British forces had been reorganized and strengthened, and were in a state to crush the rebellion, Mr. Gladstone, who by this time had come into power, in a fit of magnanimity ordered all warfare operations to cease and negotiations for peace to be commenced. These resulted in the signing of the Convention on August 3rd, 1881.

By the Convention Her Majesty's Commissioners did undertake and guarantee on behalf of Her Majesty that complete self-government, subject to the suzerainty of Her Majesty, her heirs and successors, will be accorded to the inhabitants of the Transvaal Territory, upon the conditions therein laid down. The first article of the Convention defines the boundaries, which were readjusted by the later Convention of February 27th, 1884, in which the Transvaal first received the name of the South African Republic. The second article reserves to the Queen the power to appoint a Resident, who is now usually known as the British Agent at Pretoria. His functions are defined to be analogous to those of a *Charge d'Affaires* or a Consul-General, the Convention of 1884, however, mentions only those duties fulfilled by a consular officer, and so reduces the Resident from acting in diplomatic and international matters to having charge only of those of local importance. The change is the only point in Convention of 1884, by which the Boers can be said to have recovered anything of their independence. The second article of the Convention of 1881, also provides that the Queen has the right to move troops through the Transvaal State in time of war, and to control the external relations of the State. All communications are referred, by a later article, to be made through the British Resident and the High Commissioner. This latter is the official appointed by the Crown to take charge of its interests in the whole of the British colonies and sphere of influence in South Africa. What the Viceroy is to India, that the High Commissioner is to South Africa. The Transvaal is in a somewhat similar position to that occupied by one of the native Protected States of India; its degree of independence, however, is very much greater.

Another provision of the Convention lays down that no higher duties are to be imposed on imports of British manufactures than are laid in the case of goods from other countries. Persons, other than natives, conforming to the Transvaal Law are to be allowed to reside, travel, and trade, and are not to be taxed otherwise than in the case of ordinary Transvaal citizens. It is on a liberal interpretation of this word "otherwise" that the Uitlanders base their claim to the franchise. Taking it in a broad sense and construing it according to the good old principle of no taxation without representation we arrive apparently at some justification of the action of the British Government in the present crisis. It is claimed by Mr. Chamberlain that his demands are in accordance with the spirit of the Convention, even though it is difficult to find a liberal basis for all of them. Moreover, on the principle of seeking the greatest happiness of the greatest number, and subordinating the wishes of the minority to the good of the majority, it is maintained that a resort to force in the present circumstances would be at any rate ethically justifiable.—*P. & T. Times.*

JAPANESE RAILWAY CONCESSIONS.

The *Shanghai Daily Press* from Foochow that the Chinese and Japanese Governments have come to an agreement by which the former allows merchants of the latter to have the entire construction of the trunk railway connecting Foochow via Yenchingfu with the borders of Kiangse province, and a branch road from Foochow to Amoy. The estimated cost is fifty million yen, as to which the head of the Japanese syndicate in question has stated he has every prospect of getting it fully subscribed. As a beginning several million yen have already been guaranteed in Japan. The shareholders of these railways must be Chinese or Japanese.

AMERICAN WAR CORRESPONDENT AT KOBE.

SIDE-LIGHTS ON THE PHILIPPINE CAMPAIGN.

Mr. John F. Bass correspondent in the Philippines for the *New York Herald and Harper's Weekly* has just arrived in Kobe. Mr. Bass is to be in Japan during the full in operations round Manila which will last some two months before the opening of the "fall" campaign in which over 50,000 American troops will be engaged. He has come here to get-it-after having had rather a bad time with fever, and the cessation of serious military operations at Manila comes opportunistically to give him the chance to recruit. Mr. Bass has been over a year in and about Manila, having gone there in June last year. Before doing this campaign he went through the Russo-Greek war and put himself in a good place in the hierarchy of war correspondents by his work there. A talk with Mr. Bass leaves a fine impression of his qualities as a man and of his resources as a correspondent. It conveys too, some idea of the manner of men drawn into this perilous service of the times and of the public of the times.

Mr. Bass, although like all men of his type, chained to duty so long as there is duty for him, is not much enamoured of his work of writing the Philippine campaign under present conditions. Everybody has heard by this time of the united protest sent by the corps of correspondents to the leading American papers against the methods of censorship practised by the military authorities at Manila. Though Mr. Bass is very far from being of the winning kidney and is above all things a patriotic American, not long time in his company is wanted to realise how much there was and how much there remains behind that corporate protest which has driven Secretary Alger out of office and which most patriotic Americans hope may give the Philippine war a strong man's guiding hand. The woes and wrongs of war correspondents are not much heard about in the general throng, and it may be taken that when they do reach the ears of the crowd they are serious wrongs, serious tyrannies probably, that only a sense of patriotic duty keeps from finding their natural expression in open rebellion against the existing military authorities. Yet according to Mr. Bass, General Otis is a man, who, in his infinite capacity for multifarious, multitudinous labour, rivals the generals of all ages, with this line of distinction that whereas Generals have been found who have been effective heads of armies to the minutest details of commissariat, transport and medical departments, Otis is effective only in labouring to be effective, so to speak. He will be at work from early morning—five or six perhaps—through the heat of the day to sunset and past the sultry damp of the Philippine night right to early morning again—say one or two.

It is a fact that Otis is a man verging on 60, and it is a fact that he is a man who, in his infinite capacity for multifarious, multitudinous labour, rivals the generals of all ages, with this line of distinction that whereas Generals have been found who have been effective heads of armies to the minutest details of commissariat, transport and medical departments, Otis is effective only in labouring to be effective, so to speak. He will be at work from early morning—five or six perhaps—through the heat of the day to sunset and past the sultry damp of the Philippine night right to early morning again—say one or two. It is a fact that Otis is a man verging on 60, and it is a fact that he is a man who, in his infinite capacity for multifarious, multitudinous labour, rivals the generals of all ages, with this line of distinction that whereas Generals have been found who have been effective heads of armies to the minutest details of commissariat, transport and medical departments, Otis is effective only in labouring to be effective, so to speak. He will be at work from early morning—five or six perhaps—through the heat of the day to sunset and past the sultry damp of the Philippine night right to early morning again—say one or two.

It has, however, always to be kept in view, as Mr. Bass says, that General Otis, besides being the director and organiser of the military operations is also responsible for the civil government, and when it is said that this commission and the administration of laws established by Spain, and formulated and promulgated by Spanish, some conception of a difficult task with which the ablest of men in Otis' position would have to cope with may be formed. Keeping all this in view, however, it cannot be doubted that General Otis has missed his opportunity. With the 50,000 men who will be on the island for the next campaign, any ordinary man as Mr. Bass says, should be able to accomplish what should have been done long ere now—the breaking up of the Filipinos as an organised and effective army. And what could now be done by the great accession to the American force, the done by an old lady in an arm chair is not to be reckoned an achievement of the military genius of Gen. Otis. The American soldier will accomplish this task, Mr. Bass says impartially, because now they cannot help accomplishing it. Meantime General Otis, instead of working out a well-planned military scheme, such as Mr. Bass deems easily practicable, spends his days and nights delegating the duties of every man of his staff, supervising the feeding of sections of his men, checking accounts, authorising the expenditure of cents. His staff swear privately, his men are fed, the accounts are checked, the cents are doled away, but the Philippines remain a sure and a cancer in the prestige and reputation of Gen. Otis' country.

On other points that the conduct of the campaign Mr. Bass has much that is interesting to say. He has a bad opinion of Manila, but one can scarcely think that any other opinion is possible under present circumstances. He has a good opinion of the Sulit and other smaller islands of the group and he thinks many chances offer to enterprise and capital down there. He thinks there are many pitfalls besetting the path to future good government of the Philippines. The principle of the States government is not one which is readily and equitably applicable to the ruling of an inferior race, and careful watch must be kept on the process of the evolution of an American colonial government if it is not to degenerate into kinship with the Spanish system. Mr. Bass says the Filipinos, whatever they may or may not do, fight a fair fight. There is no sickening mutilation of the dead or similar charges to be laid against their conduct.

Mr. Bass, we may conclude, although at present not in the full favour of health is an attractive personality. He has nothing of that vulgar aggressiveness which the exigencies of the calling has his often tend to call forth at his calling not solely from the point of view of the American soldier, but from the point of view of the outward scenes of war, he has an eye for the subtler effects of the contact of race with race, of the contact of civilization with the grotesque caricature we find in some parts in the East, of the effect of different systems of government on the governed and of the many allied phases of social and political life on the future destinies of races and of nations.

Mr. Bass will keep his eyes open while in Japan and we shall look forward with pleasure to seeing what he has to say of the people we live among, and the Empire of which we are the lately incorporated subjects.—*Kobe Herald.*

C.—Owen Moore's son was in to see me today. Y.—Indeed! Doesn't he remind you of his father? C.—Very much; he wanted to borrow \$5.

SHIPPING REPORTS.

Captain Fowler, of the steamship *Phra Chom Kiao*, from Bangkok, via Swatow, reports:—Fine throughout.

Captain P. Lassin, of the steamship *Trites*, from Saigon, reports:—Fresh northerly winds and rough sea throughout.

Captain H. E. Batt, of the steamship *Pyrrhus*, from Shanghai, via Foochow, reports:—Fresh N.E. breeze and clear to Breaker Point; thence to port variable, moderate and fresh, overcast, thunder and lightning.

Captain S. W. Moore, of the steamship *Song-King*, from Manila, reports:—From Manila to Laid, S.W. moderate southerly winds and rain; thence to port strong N.E. winds, equally with rain. On the 20th inst. signalled German karamasted bark *Magdalene*, of Bremen, 180 miles S.E. of Hongkong.

NOT AND A.

CALENDAR.

SEPT. 21. Meteorological means based on fifteen years' observations to 1895.

Barometer 29.824
Thermometer 82.4
Humidity 77
Rainfall 8.33

WEATHER REPORT. On date at 4 p.m. On date at 1 p.m.

Barometer 29.76 29.70
Temperature 86 85
Humidity 65 72
Rainfall — —

TO-DAY.

Thursday, 21st September, 1899.
Chinese—27th of 8th moon of 25th year of Kwang-shu.

Sun—Rises 5hr. 45min.
Sets 6hr. 20min.
High water—Morning 10hr. 50min.
Afternoon 4hr. 40min.

Low water—Morning 3hr. 25min.
Afternoon 3hr. 45min.

ANNIVERSARIES.

1716—Eruption of Tull Volcano, Philippine Islands.

1832—Sir Walter Scott died.

1834—Lord Napier left Canton for Macao.

1855—The German brig *Greta* in charge of a prize crew of H.M.S. *Barracotta* with 270 Russian prisoners of war and Prince Michaeloff arrived in Hongkong.

1876—Hongkong entered the Postal Union.

1884—Steamer *Miramar* foundered in a typhoon, all hands but two lost.

1891—British launch *Cape City* capsized in Nagasaki Harbour.

1896—Decree issued by the Governor of the Philippines confiscating the property of the insurgents. American S.S. *Luzon* stranded at Wosung.

1897—Death of Mr. Geo. R. Lammert.

1898—Coup d'Etat at Peking; Empress Dowager assumes power. Peace Commission holds its first sitting at Paris.

TO-MORROW.

Friday, 22nd September, 1899.
Chinese—28th of 8th moon of 25th year of Kwang-shu.

Sun—Rises 5hr. 45min.
Sets 6hr. 20min.
High water—Morning 10hr. 50min.
Afternoon 4hr. 40min.

Low water—Morning 3hr. 25min.
Afternoon 3hr. 45min.

ANNIVERSARIES.

1762—Admiral Cornish's squadron arrived at Manila.

1774—Pope Clement XIV. died.

1874—Terrorific typhoon in Hongkong; 35 foreign vessels wrecked, thousands of lives lost and the town in ruins.

1887—Loss of the Chinese transport *Hway-lee* (Waverly) and 570 lives, including four foreigners, on the Pescadores Group.

1891—Terrorific typhoon at Swatow.

1896—Empress and Empress of Russia arrived at Leith. Settlement of the Chefoo inshore question in favour of Messrs. Ferguson & Co. Yokohama Specie Bank opened a branch at Hongkong.

1898—Colonel Parsons captured Gedarel.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Tonkin*) 26th inst.
Indian (*Catherine Apear*) 26th inst.
American (*Doric*) 30th inst.
Canadian (*Empress of China*) 4th prox.
American (*Nippon Maru*) 10th prox.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba Kowloon Dock.
Isla de Luzon " "
H.M.S. *Bonaventure* " "
Felice " "
Lagashi " "
Joseph " "
Hokkoku " "
Suevia " "
Kiangpak " "
Sinlu " "
D. Juan d'Austria Cosmopolitan
Taiyuan " "

Shipping.

Arrivals.

MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept.—New York 24th April, Case 10th Sept.—Standard Oil Co.
TAI LEH, German steamer, 838, T. Calender, 20th Sept.—Hongkong 17th Sept., Coal—Shewan, Tomes & Co.
CHWNSHAN, British steamer, 1,282, J. F. Messer, 20th Sept.—Sourabaya 11th Sept., General—Bradley & Co.
YAWATA MARU, Japanese steamer, 3,307, A. F. Moses, 21st Sept.—Australian Ports and Manila 18th Sept., General—Nippon Yusen Kaisha.
CANTON, British steamer, 2,104, C. F. Lockstone, R.N.R., 21st Sept.—Foochow 19th Sept., General—P. & O. S. N. Co.
KOSAI MARU, Japanese steamer, 1,418, J. Nagao, 21st Sept.—Nagasaki and Swatow 20th Sept., General—Nippon Yusen Kaisha.
TRITON, German steamer, 1,033, P. Lassin, 21st Sept.—Saigon 16th Sept., Rice—Siemssen & Co.
PYRRHUS, British steamer, 2,281, H. E. Batt, 21st Sept.—Shanghai and Foochow 19th Sept., General—Butterfield & Swire.
LOYAL, German steamer, 1,237, Lorenzen, 21st Sept.—Canton 20th Sept., Ballast—Sander, Wiles & Co.
SUNGKANG, British steamer, 1,021, S. W. Moore, 21st Sept.—Macao 18th Sept., General—Butterfield & Swire.
PIRA CHOM KLAO, British steamer, 1,014, Fowler, 21st Sept.—Bangkok 10th Sept., and Swatow 20th, General—Yuen-Fat Hong.

CHINA, American steamer, 3,187, W. B. Seabury, 21st Sept.—San Francisco 25th Aug., and Shanghai 18th Sept., Mails and General—P. M. S. S. Co.

EASTERN, British steamer, 3,600, Winthrop Ellis, 21st Sept.—Sydney 25th Aug., and Manila 18th Sept., General—Gibbs, Livingston & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Kwaiyang, British str., for Wei-hai-wei.
Tartarus, German str., for Saigon.
Kang Pak, British str., for Canton.
Wicklow, British str., for Wuchow.
Loyal, German str., for Hongkong.
Hongkong, French str., for Haiphong.
Pyrrhus, British str., for Singapore.
Doya Maru, Japanese str., for Keelung.
Loosok, British str., for Bangkok.
Hermes, Norwegian str., for Tientsin.

DEPARTURES.

Sept. 21, *Carlisle City*, British str., for Shai.
Sept. 21, *Riojun Maru*, Jap. str., for Amoy.
Sept. 21, *Hailan*, French str., for Hailow.
Sept. 21, *Seyra*, British str., for Hailow.
Sept. 21, *Loyal*, German str., for Hongkong.
Sept. 21, *Thales*, British str., for Swatow.
Sept. 21, *Kwaiyang*, British str., for Wei-hai-wei.

PASSENGERS—ARRIVED.

Per *Triton*, from Saigon—121 Chinese.
Per *Canton*, from Foochow for London—Mrs. G. Burgoyne, Messrs. Stockman and A. Jackson.

Per *Phra Chom Kiao*, from Bangkok—H. E. Phya and Lady Bithorng and 2 children, Mr. Liang Sanrakich Precha, 5 Chinese and 1 Japanese.

Per *Kasai Maru*, from Nagasaki

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG - SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	TO MORROW, 22nd Sept. at Noon.
YAWATA MARU	NAGASAKI, KOBE and YOKO	at 4 P.M.
A. E. Moses	VIADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEIHAIWEI, CHEFOO, CHUMCHUNG, NAGASAKI	THURSDAY, 28th Sept. at Noon.
KOSAI MARU	THURSDAY ISLAND, TOWNS, VILLIERS, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Sept. at 4 P.M.
FUTAMI MARU	at 4 P.M.	
KAGOSHIMA MARU	at 4 P.M.	
R. Nunome	at 4 P.M.	
SADO MARU	at 4 P.M.	
W. Thompson	at 4 P.M.	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 18th September, 1899.

Dr. KNORR'S ANTIPYRINE

patented "LION BRAND" in Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.) SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties. It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

Dr. OVERLACH'S MIGRAININE

"LION BRAND" ANTIPYRINE CAFFEINE CITRATE. Excellent results in the severest cases of migraine, as well as in headache arising from alcoholic, nitrate and morphia poisoning, neurasthenia, influenza, grippe, etc.

The best antipyrine, even in threatened collapse, because the caffeine of Migraineine acts simultaneously as an antipyrine.

Use only DR. OVERLACH'S MIGRAININE, "Lion Brand" and always prescribe "MIGRAININE HOECHST."

Sole Manufacturers: FRIEDRICH MEYER, MEISTERLICH & BRUNING HOECHST & Co. Literature of the above Preparations supplied gratis at request to medical men.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 8th September, 1899. [1310]

NOTICE is hereby given that a MEETING of Her Majesty's Justices of the Peace will be held at the MAGISTRATE'S COURT, on TUESDAY, the 26th day of September, 1899, at 12 o'clock Noon, for the purpose of considering applications from—

(1) HAJEE ALI SHIRAZEE for a Publican's Licence to sell and retail intoxicating liquors on the premises situate in the Happy Valley, known as, and to be under the sign of, "The Happy Retreat."

(2) BERNARD JORUS for a Publican's licence to sell and retail intoxicating liquors on the premises situate at houses Nos. 19 and 101, Queen's Road East, under the sign of "The Eastern Hotel."

H. H. J. GOMPERTZ, Acting Police Magistrate. Hongkong, 19th September, 1899. [1196a]

UNION INSURANCE SOCIETY OF CANTON, LIMITED. NOTICE TO SHAREHOLDERS. NOTICE is hereby given that the TWENTY SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 1, Queen's Buildings, Praya Reclamation, Hongkong, on THURSDAY, the 12th October, 1899, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Accounts for the year 1898 and for the Half Year ending the 30th June, 1899, and of declaring Dividends. The TRANSFER BOOKS of the Society will be CLOSED from the 2nd to the 12th October, both days inclusive. By Order of the Board, DOUGLAS JONES, Secretary. Hongkong, 20th September, 1899. [1199a]

HONGKONG ELECTRIC COMPANY, LIMITED. NOTICE is hereby given that the REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 16th to the 23rd day of September, (both days inclusive) during which Period NO TRANSFER of Shares can be Registered. By Order of the Board, GIBB, LIVINGSTON & CO., Agents. Hongkong, 28th August, 1899. [1100a]

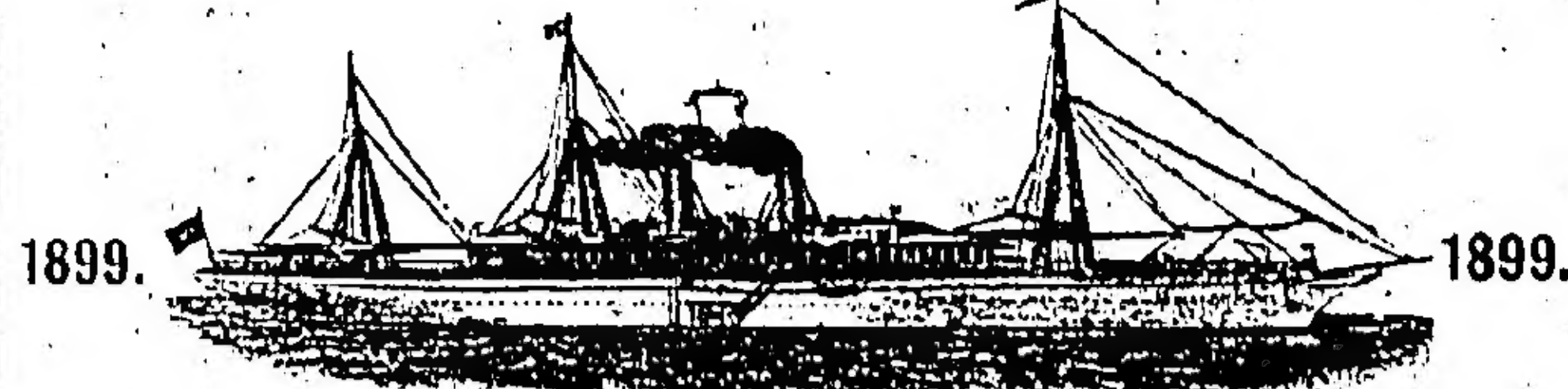
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Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street. [13]

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA. TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept. at Daylight.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct. at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov. at Noon.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 8th September, 1899. [1310]

NOTICE is hereby given that a MEETING of Her Majesty's Justices of the Peace will be held at the MAGISTRATE'S COURT, on TUESDAY, the 26th day of September, 1899, at 12 o'clock Noon, for the purpose of considering applications from—

(1) HAJEE ALI SHIRAZEE for a Publican's Licence to sell and retail intoxicating liquors on the premises situate in the Happy Valley, known as, and to be under the sign of, "The Happy Retreat."

(2) BERNARD JORUS for a Publican's licence to sell and retail intoxicating liquors on the premises situate at houses Nos. 19 and 101, Queen's Road East, under the sign of "The Eastern Hotel."

H. H. J. GOMPERTZ, Acting Police Magistrate. Hongkong, 19th September, 1899. [1196a]

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HONGKONG ELECTRIC COMPANY, LIMITED. NOTICE is hereby given that the REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 16th to the 23rd day of September, (both days inclusive) during which Period NO TRANSFER of Shares can be Registered. By Order of the Board, GIBB, LIVINGSTON & CO., Agents. Hongkong, 28th August, 1899. [1100a]

NORDDEUTSCHER LLOYD.

(Freight Service.) (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE and HAMBURG.	26th Sept. Freight.
V. Binzer	(LONDON with transhipment in HAMBURG)	About 11th Oct. Freight and Passage.
SAVOIA	HAVRE and HAMBURG.	About 30th Oct. Freight.
Jager	(LONDON with transhipment in HAMBURG)	About 31st Oct. Freight and Passage.
SERBIA	HAVRE and HAMBURG.	About 15th Nov. Freight.
Ostermann	(LONDON with transhipment in HAMBURG)	About 15th Nov. Freight.
HIDELBERG	HAVRE and HAMBURG.	About 15th Nov. Freight.
Schuler	(LONDON with transhipment in HAMBURG)	About 15th Nov. Freight.
ANDALUSIA	HAVRE and HAMBURG.	About 15th Nov. Freight.
Schrotter	(LONDON with transhipment in HAMBURG)	About 15th Nov. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov. at Noon.

THE U.S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 12th August, 1899. [13]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY. IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, the UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

THYRA. will be despatched for SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 15th October.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. Hongkong, 20th September, 1899. [1240]

NOTICE is hereby given that a MEETING of Her Majesty's Justices of the Peace will be held at the MAGISTRATE'S COURT, on TUESDAY, the 26th day of September, 1899, at 12 o'clock Noon, for the purpose of considering applications from—

(1) HAJEE ALI SHIRAZEE for a Publican's Licence to sell and retail intoxicating liquors on the premises situate in the Happy Valley, known as, and to be under the sign of, "The Happy Retreat."

(2) BERNARD JORUS for a Publican's licence to sell and retail intoxicating liquors on the premises situate at houses Nos. 19 and 101, Queen's Road East, under the sign of "The Eastern Hotel."

H. H. J. GOMPERTZ, Acting Police Magistrate. Hongkong, 19th September, 1899. [1196a]

Mails.

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE and HAMBURG.	26th Sept. Freight.
V. Binzer	(LONDON with transhipment in HAMBURG)	About 11th Oct. Freight and Passage.
SAVOIA	HAVRE and HAMBURG.	About 30th Oct. Freight.
Jager	(LONDON with transhipment in HAMBURG)	About 31st Oct. Freight and Passage.
SERBIA	HAVRE and HAMBURG.	About 15th Nov. Freight.
Ostermann	(LONDON with transhipment in HAMBURG)	About 15th Nov. Freight.
HIDELBERG	HAVRE and HAMBURG.	About 15th Nov. Freight.
Schuler	(LONDON with transhipment in HAMBURG)	About 15th Nov. Freight.
ANDALUSIA	HAVRE and HAMBURG.	About 15th Nov. Freight.
Schrotter	(LONDON with transhipment in HAMBURG)	About 15th Nov. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 10th October, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 4th Nov. at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 30th Nov. at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 10th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 16th September, 1899. [12]

NORDDEUTSCHER LLOYD. NOTICE. STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW-YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen	Wednesday 11th Oct.
Bayern	Wednesday 8th Nov.
König Albert	Wednesday 13th Dec.
Prinz Heinrich	Wednesday 27th Dec.
Preussen	Wednesday 10th Jan.
Karlsruhe	Wednesday 24th Jan.
Sachsen	Wednesday 7th Feb.
Hamburg	Wednesday 21st Feb.
Bayern	Wednesday 7th Mar.

ON WEDNESDAY, the 11th day of Oct., 1899, at 9 A.M., the Company's Steamship "SACHSEN," Captain F. Mentz, with PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW-YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Shipping Orders will be granted till Noon on Monday, the 9th October. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 10th October, and Parcel Packages will be received at the Agency's Office until Noon on TUESDAY, the 10th October. Contents of Packages are required. No Parcel Receipts should be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

TROUBLE OVER THE "DORIC."

SAN FRANCISCO, August 24th.

The quarrel between the Board of Health and the Federal quarantine officers has resulted in a "John Doe" warrant being issued for the arrest of the customs officer, who refused to allow Dr. Cohn, the State quarantine officer, to board the *Doric* Tuesday afternoon. The local Board also threatens to cause the owner of the *Doric* considerable trouble by holding the vessel in quarantine (ill) Dr. Cohn grants her letters of free pratique.

It appears that the "national" Government in 1894 passed a quarantine act which gave the power of guaranteeing to the Marine Hospital Corps. The law provided that if boards of health did not comply with the requirements of the act the Secretary of the Treasury should inquire into the matter, and upon finding such to be the case the President should appoint officers to carry out the quarantine purposes. During Cleveland's administration this was done in San Francisco and Dr. Rosenau was made the quarantine officer. It is claimed that when that appointment was made the State laws which conflicted with it had no effect. Ever since then there has been strife between the State and Federal authorities.

Dr. Rosenau was succeeded by Dr. Kinyoun, and as he is an appointee of the Federal Government he is naturally supported by the Collector and Surveyor of the Port. Cohn has frequently had trouble with the customs officials when he has attempted to board vessels that were under quarantine by the Federal officers. Similar cases have been enacted in other ports, and in the case of Morgan vs. the Louisiana Board of Health the United States Supreme Court gave the following decision:

But it may be conceded that whenever Congress shall undertake to provide for the commercial cities of the United States a general system of quarantine, or shall confide the execution of the details of such system to a National Board of Health, or to local boards, as may be found expedient, all state laws as may be abrogated, at least so far as the two are inconsistent. But until this is done the laws of the state on the subject are valid.

When Dr. Chalmers of the local Board had arrested Captain Finch and Jordan the pilot of the *Doric* for ignoring him, the Supreme Court, sitting in bank, decided that neither had committed any offence. The California Legislature has twice tried to abolish the office of State Quarantine Officer, but the measures have been pocketed. It is claimed that the office costs his city \$589 a month.

Friends of Dr. Kinyoun claim that Cohn continues to act as a quarantine officer merely to secure a private practice on the bay, as the salary connected with the position would not pay him for his trouble. —S. F. Chronicle.

DEWEY GIVEN AN OVATION.

NICE (France), August 24th.

Admiral Dewey, accompanied by the Flag Lieutenant Brumby and the Vice-Consul here, this morning returned the visit made yesterday by M. Gran, president of the Alpes-Maritimes, who showed the visitors through the rooms of the prefecture, the former palace of the King of Piedmont. The party then called on General O'Farrell, the acting military governor, whom Admiral Dewey thanked for the permission he had received to land and drill his men at Villefranche during the remainder of the cruise *Olympia's* stay at that place. The Americans also called on Naval Commander Duval, whom Admiral Dewey thanked for the port facilities which had been granted to his vessel. The Admiral asked M. Duval to transmit his thanks to the maritime prefect at Toulon for sending a cruiser to salute the *Olympia* on her arrival.

The inhabitants of Nice gave Admiral Dewey an ovation as he passed through the streets. He returned to Villefranche at noon. Admiral Dewey expresses regret in regard to the incorrect reports concerning his reception at Trieste. He says it was most courteous and hearty, the Minister of Marine coming especially from Vienna to greet him. "Not only myself," added the American Admiral, "but every one on board the *Olympia* received every possible attention."

Admiral Dewey created a marked impression here, all those who saw him being struck with his extreme amiability and modesty.

NEW YORK, August 24th.

Acting Mayor Guggenheimer to-day received the following cablegram from Admiral Dewey:

VILLEFRANCHE, August 24th.

Randolph Guggenheimer, Acting Mayor: Will arrive Thursday, 28th, as requested.

DEWEY.

THE "SHAMROCK."

NEW YORK, August 24th.

It is claimed that the yacht *Shamrock* was badly strained in being towed across the Atlantic and is structurally weak. It is asserted that she is twisted in the midship section and that her plating is "worked."

One yachting expert, who has built yachts and has docked hundreds of ships, said this evening that in the afternoon he was surprised and astonished while looking at the English cup challenger to see that she was badly twisted in the midship section.

"The warp is quite apparent," he continued, "to any one who knows anything about the lines of a yacht. I fancied that I detected the twist yesterday, but am sure of it to-day as the *Shamrock* is much higher out of the water to-night than she was yesterday."

Naturally towing caused the straining and made the plates draw, and on that account I believe the theory of a leak is quite probable. If the yacht came over on the port tack the tendency would be to strain the hull to starboard, and such a strain would undoubtedly cause the plates on the port quarter to draw."

Unquestionably there is something seriously wrong in the midship section on the port side. Mr. Barrie, Dr. Mackay and Captain Hogarth spent most of Wednesday on a raft alongside the *Shamrock*, and anxiously studied the lines and plates in the section named. A launch was substituted for the raft to-day, and Mr. Barrie, Dr. Mackay and Captain Hogarth repeated their performance of the preceding day. Measuring water was pumped in great quantities out of the yacht. Mr. Barrie and his friends were more reticent than ever, and apart from denying stories about the leak, twist or center-board, had nothing to say.

man knows the *Shamrock* has done nothing yet beyond wearing down the *Britannia* on time allowance, and pretty easily. So, to wit, the *Shamrock's* chances down to the luck of heavy weather is beside the mark, for, in my opinion, Fife has designed an all-around yacht. There is nothing absurd in the secrecy maintained. We have reasons for it.

"It is quite true I asked the Prince of Wales to witness the races. No one would be happier than he to accept the invitation, but his engagements prevented. We may yet have distinguished guests. I am not at liberty to mention their names."

Continuing, Sir Thomas Lipton expressed great satisfaction with the *Shamrock's* crew. He said: "Even now every man knows his station and his duty. With two skilled captains we shall get the highest yachting result. The Americans know my feelings. We want to win, and if we do I believe they will shoot as loud as if the *Columbia* won, for our opponents are sportsmen. If the *Shamrock* is successful, no doubt the Americans will rise to the occasion next year and make us exert our very best efforts to retain the cup."

NEW YORK, August 23rd.

The *Shamrock's* racing mast is not stepped yet. The crew were at work to-day overhauling the yacht's rigging, which has been stored in a warehouse near by. The crew of forty-three men was augmented by eleven more sailors and twelve sailmakers, who arrived to-day, together with William Crawford, foreman of Fife's yard at Fairlie. It is said the *Shamrock* will be ready for a trial spin in less than a week.

LONDON, August 24th.

It is said that Captain Ben Parker, the skipper of Emperor William's yacht *Meteor*, the owner of the American cup challenger *Shamrock*, asked His Majesty's permission to sail the *Shamrock* in her coming races in the United States and received a reply peremptorily forbidding him to do so.

Emperor William is reported to have told Parker to have nothing to do with the American cup races. It is added that His Majesty assigned no reason. —S. F. Chronicle.

THE EXCLUSION OF CHINESE FROM THE PHILIPPINES.

WASHINGTON, August 23rd.

The State Department has been informed through a diplomatic channel that General Otis has applied the Chinese exclusion laws to the Philippines. The information was a surprise to the authorities here, both state and military, as the matter has been under consideration for some time and it was not known that General Otis had put the exclusion laws into force.

An first intimation in that direction came in a dispatch received a few days ago from the Chinese Consul at Manila, telling the Chinese legation here that the exclusion laws against the Chinese had been applied to the Philippines.

The dispatch was brought to the attention of the State Department and inquiry made as to how the action was brought about, as the Chinese Government has been solicitous since American military control was established in the Philippines that the United States exclusion laws should not be extended over these islands. The State Department knows nothing of such an extension and made inquiries of the War Department. The military authorities, however, were equally without information as to General Otis' course in this particular.

Accordingly the Chinese officials were advised that any action taken by General Otis in applying the exclusion laws to the Philippines was not the result of instructions sent from here, but was doubtless due to the exercise of his authority as Governor-General of the Philippines. What further step the Chinese authorities will take has not been determined, as Minister Wu Ting Fang is out of the city for a few days. There is little doubt, however, that he will seek to have General Otis' order held in abeyance until the authorities here pass upon the general question which has been under consideration between the two governments. —S. F. Chronicle.

"THE PRESS."

The latest addition to periodical literature is *The Press*, an illustrated monthly magazine devoted to the journalistic profession, printing and the graphic arts. The first number contains numerous original articles of exceptional interest. Mr. Harry Bussey, of the *Evening Standard*, contributes "The Reminiscences of a Journalist," which cover a period of over fifty years. He reminds us that when he first made acquaintance with a newspaper office the penny paper was an unheard-of luxury. "Country publications were few and far between, being mostly confined to one of two large towns and populous districts. Fourpenny-halfpenny a copy was the price charged, and the country journals were weekly ones; daily papers being limited to London. In these times of halfpenny dailies and threepenny magazines, fourpenny-halfpenny will doubtless strike one as an outrageous charge. It must, however, be borne in mind that at the time I speak of, every copy had to bear a penny impressed stamp, and that paper, which was almost entirely made from linen rag, cost about eightpence per pound, as against one penny and a fraction in the present day. Further, there was a duty of one shilling and sixpence on every advertisement inserted. Some idea of the magnitude of these taxes may be gathered from the fact that, Mr. Walter, the present proprietor of the *Times*, stated before a parliamentary committee that in the case of his newspaper alone they represented a total of something like £150,000. Steam presses, for a considerable period, were confined to London, and one or two important country centres. The Preston papers were printed on Napier machines, worked by hand labour at a very slow rate of speed, and folding machines were unheard of. Most of the smaller papers were printed on the old-fashioned 'Columbian' and 'Albion' hand-presses."

The art supplements in this issue prove conclusively that English printers are capable of producing as fine work as their German rivals. There are also some excellent specimens of various photo-engraving processes, and technical trade questions are fully dealt with.

The disgraceful state of affairs disclosed in the article, "The tyranny of labour," demonstrates the urgent necessity of the Litchin Commission, which is becoming law at the earliest possible moment. The facts stated in regard to the printing trade are said to have been collected by the editor of the request of the Lord Chief Justice, and are based on documentary evidence.

Some important new inventions in printing machinery and processes are also referred to in the number under review, and the issue itself is of more than ordinary interest to the printer, as the literary pages have been composed by the very latest type-setting machines. Other special features of *The Press* are "The Book of the Month," the "Music of the Month," the "Machine of the Month," and an original design, the "Poster of the Month."

The Press, 6d. monthly, 13s. and 14s. Fleet Street, London, E.C.

Auction.

GOVERNMENT NOTIFICATION.

No. 499.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 25th day of September, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 25th day of September, 1899, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, near Hok Un, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

LOCALITY.		Boundary Measurement.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sale.	Registry No.	N.	S.	E.	W.	ft.	sq. ft.	£	s.
Lot 53.	Kowloon Bay, (near Hok Un).	350	350	350	350				
Lot 54.	Kowloon Bay, (near Hok Un).	350	350	350	350				

For Sale.

The New
GRANVILLE
AUTOMATIC
TYPE WRITER.

The best Machine for Office use, yet introduced.

STANDARD
KEY BOARD.

PRICE, £150.00.

Hongkong Agents:—

W. BREWER & Co.,

Queen's Road.

Hongkong, 18th September, 1899. [1191a]

FOR SALE.

HOTEL BUSINESS IN NORTHERN PORT, Long Lease at very Low Rental, Good paying concern. Owner obliged to return to England through ill health.

For further Particulars, apply in First Instance, by Letter to

G.W.W., Office of this Paper. [1177a]

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCE, on Bowen Road (now in course of erection).

PROPERTY lately occupied by the Bowington Saw Mills. GROUND FLOOR, 52, PEEL STREET. OFFICES:—1st floor, No. 10, PRAYA CENTRAL (lately occupied by Messrs. MELCHERS & Co.).

"HARFORD," MAGAZINE GAP. No. 4, RIFON TERRACE. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th August, 1899. [12]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the 1st PERIAL BANK OF CHINA).

Apply to Comptroller Office, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899. [398a]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates. Apply to

c/o of this Office. Hongkong, 17th May, 1899. [564a]

DUMINY & CO.

CHAMPAGNE

EXTRA DRY

Carte D'Or. 800. Carte Blanche.

Sillery. Chateau de Charmilles.

Demi Sec. Champagne.

M. OPPENHEIMER & Co., Paris.

Shipping.

STEAMERS.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARGYLL," will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at intervals of 2 weeks. For Freight, apply to

DODWELL & CO., LIMITED, Agents. Hongkong, 7th September, 1899. [141a]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Payne, will be despatched as above on SATURDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th September, 1899. [1193a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain G. A. Taylor, will be despatched for the above port, on SATURDAY, the 23rd instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th September, 1899. [1187a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROR. M. SLOMAN & Co.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"

Captain Feat, will be despatched as above on SATURDAY, the 23rd instant.

The Steamer has Superior Accommodation for Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 11th September, 1899. [1938a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TANSHU MARU,"

Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th September, 1899. [1186a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1899. [1146a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th September, 1899. [1149a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GARFEDON,"

Captain Grier, will be despatched as above on TUESDAY, the 3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1899. [1148a]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY,"

Captain C. de La Perrelle, will be despatched for the above Port, on or about the 5th October.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 21st August, 1899. [1210a]

Consignees.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co's Steamship

"COROMANDEL,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, ex S.S. *Rome*.From Australia, ex S.S. *Oriental*.

From Persian Gulf, ex B. I. S. N. and B. I. S. N. Co's Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 15th September, 1899. [1175]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"CANDIA,"

FROM ANTWERP, LONDON, PORTSAID, SUEZ, BOMBAY, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Madras, ex S.S. *Lodianna*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 19th September, 1899. [1194a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

Intimations.

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
to "Z."
c/o This Office.
Hongkong, 18th August, 1899. [1048]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES.
MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS and VIEWS
a speciality.
Hongkong, 22nd September 1898. [45]

YEE CHUN'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS and PORTRAITS on
IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [5069]

**THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.**

HONGKONG EXCHANGE
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge made for lines of
more than average length.

**ELECTRIC SUPPLIES OF EVERY DES-
CRIPTION IN STOCK.**

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical
work.

Trained Mechanics sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898. [135]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.
The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1892. [493]

NOTICE.

THE OFFICES of the "HONGKONG
TELEGRAPH" have this Day been
removed to No. 50, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & Co.)
to which address all communications should
be addressed.
ETH. F. SKERTCHLY,
Manager.
Hongkong, 1st May, 1899.

The Share Market.

LATEST QUOTATIONS.

(September 21st.)

Banks.
Hongkong and Shanghai Banking Corporation
—348 per cent. prem., sales.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
61 buyers.
The Bank of China & Japan, Ltd.—(Deferred)
—55 buyers.
National Bank of China, Ltd.—\$264.
Do. —\$264.

Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$260.
China Traders' Insurance Co., Limited—\$64.
North China Insurance Co., Ltd.—Tls. 200.
Yangtze Insurance Assoc. Ltd.—\$122.
Canton Insurance Office, Ltd.—\$150.
Straits Insurance Co., Ltd.—\$5.

Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$335.
China Fire Ins. Co., Ltd.—\$384.

Shipping.
Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$31.
Indo-China Steam Navigation Company, Ltd.
—\$71.

China & Manilla S.S. Co., Ltd.—\$90.
Douglas Steamship Co., Ltd.—\$49.
China Mutual S. N. Co., Ltd.—(Preference)—
—\$9 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—
—\$5 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$3
buyers.

Refineries.
China Sugar Refining Co., Ltd.—\$147.
Luzon Sugar Refining Co., Ltd.—\$54.

Mining.
Punjom Mining Co., Ltd.—\$83.
Do. Preference Shares—\$2.
Société Française des Charbonnages du Ton-
kin—\$235.
Queen Mines, Limited—\$50.

Jelebu Mining and Trading Co., Ltd.—\$138.
Raub Allain Gold Mining Co., Ltd.—\$63.
Oliver's Freehold Mines, Ltd.—(A) \$1.
Oliver's Freehold Mines, Ltd.—(B) \$1.
Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$270.

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—\$30.
Hongkong and Kowloon Wharf and Godown
Company, Limited—\$84.
Wanchai Warehouse and Storage Co., Ltd.—\$45.
New Amoy Dock Co., Ltd.—\$18.

Land, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.
—\$975.
Hongkong Land Investment and Agency Co.,
Ltd.—\$115.
Kowloon Land and Building Co., Ltd.—\$29.
West Point Building Co., Ltd.—\$35.
Hongkong Hotel Co., Ltd.—\$134.
Humphreys Estate and Finance Co., Ltd.—
\$103.

Miscellaneous.
Green Island Cement Co., Ltd.—\$29.
China-Burma Co., Limited—107.
A. S. Watson & Co., Limited—107.
Hongkong Electric Co., Limited—\$13.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$190.
Geo. Fenwick & Co., Ltd.—\$124.
Hongkong Ice Co., Ltd.—\$130.
Hongkong High-Level Tramways Co., Ltd.—
\$147.

Dairy Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$15.
Bell's Asbestos Eastern Agency, Limited—\$1
nominal.
Bells Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and
Dyeing Co., Ltd.—\$65.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 70.
International Cotton Mfg. Co., Ltd.—Tls. 75.
Lau-mung-mow Cotton Spinning & Weaving
Co., Ltd.—Tls. 75.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.
Tebrau Planting Co., Ltd.—\$4 per share.
Tebrau Planting Co., Ltd.—\$5.

BENJAMIN KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 21st September.

ON LONDON, Telegraphic Transfer, 1/114
Bank Bills, on demand 1/114
Credits, 4 months' sight 1/114
D'ments, 4 months' sight 1/114
ON BEKIN, (demand) M-1-98
ON PARIS, Bank Bills, on demand 2/50
Credits, 4 months' sight 2/50
ON NEW YORK, Bank Bills, on demand 4/28
Credits, 30 days' sight 4/28
ON BOMBAY, Telegraphic Transfer 1/144
On demand 1/144
ON SHANGHAI, Telegraphic Transfer 7/22
Private, 30 days' sight 7/22
ON YOKOHAMA, T.T. 1/144 per cent. prem.
Sovereigns, Bank's Buying Rate 1/144
Gold Leaf 100 touch, per tael 53/40
Bar Silver 27 1/16
Dollars 2 per cent. prem.

OPIMUM QUOTATIONS.

Hongkong, 21st September.

New Patna 860 per chest.
New Benares 830
New Malwa 750/770 per picul.
Old Malwa 780/840
Persian, paper tied 570/750

**VISITORS AND RESIDENTS AT THE
PEAK HOTEL.**

Mr. H. F. R. Brayne Capt. F. Koford
Mr. P. B. R. Mr. J. Lamke
Mr. and Mrs. F. G. Mr. J. Lee
Collins
Capt. van Corbach
Mr. G. H. Dann
Mr. and Mrs. W. H. T.
Davis and child
Mr. A. L. Denison
Mr. P. Dow
Col. G. J. H. Ewart
Mr. J. B. Ezekiel
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Anderson
Mrs. John Angus Mr. A. Leggett
Mr. W. Armstrong Mr. A. Leibes
Mr. O. C. Arpe Mr. R. W. Lomax
Mr. W. H. Avery Miss Luckner
Mr. W. S. Bailey Mr. Emilie Lutz
Mr. A. C. Bartholomew Mr. J. V. Mayston
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Mr. A. Jackson Whitton
Mr. Jackson Mr. and Mrs. Bagnall
Major and Mrs. Jeffries Wild
Mr. and Mrs. Joseph Mrs. J. Williamson
Mr. and Mrs. W. Kaelin Mr. W. J. Wright
Mr. E. A. Kates Mr. J. M. de Zuinga
Mr. and Mrs. Kiene

VESELS IN PORT.

Steamers.

CANDIA, British steamer, 4,195, W. H. Haugh-
ton, 19th Sept.—London 30th July, and
Singapore 13th Sept. General—P. & O. S. N. Co.
DIAMANTE, British steamer, 1,254, G. A. A.
Taylor, 17th Sept.—Manila 14th Sept.
General—Shewan, Tomes & Co.
DOVO MARU, Japanese steamer, 1,301, K.
Wokihama, 19th Sept.—Japan 17th Sept.
Coal—Nippon Yusen Kaisha.
EMPRESS OF JAPAN, Japanese steamer, 3,385,
G. D. Bowles, R.N.R., 13th Sept.—Van-
cover 22nd Aug. and Shanghai 9th Sept.
Mails and General—C. P. R. Co.
HERMES, Norwegian steamer, 849, J. C.
Jensen, 20th Sept.—Canton 20th Sept.
General—C. E. & M. Co.
HOIHO, French steamer, 309, J. C. Gerard,
19th Sept.—Pakhlo and Hoihow 18th
Sept. General—A. R. Marry.
HONGKONG, French steamer, 847, Bastian,
20th Sept.—Haiphong and Hoihow 19th
Sept. General—A. R. Marry.
HONGKONG MARU, Japanese steamer, 3,385,
W. E. Filmer, 13th Sept.—San Francisco
17th Aug. and Shanghai 11th Sept. Gen-
eral—J. S. Van Buren.
HUE, French steamer, 704, P. Merles, 16th
Sept.—Haiphong and Hoihow 15th Sept.
General—A. R. Marry.
KANAGAWA MARU, Japanese steamer, 3,813,
John McKenna, 20th Sept.—Yokohama
via Kobe and Moji 9th Aug. General—
Nippon Yusen Kaisha.
KIANGNAN, Chinese steamer, 1,347, F. A.
Brisander, 19th Sept.—Canton 18th Sept.
General—Kwong Nan Woo.
KUMSANG, British steamer, 2,078, G. Payne,
19th Sept.—Calcutta via Penang and
Singapore 13th Sept. General—Jardine,
Matheson & Co.
LEGASPI, Spanish steamer, 365, Antonio,
17th Sept.—Manila 1st Sept. Gen-
eral—Order.
LOOSK, British steamer, 1,020, J. B. Jackson,
15th Sept.—Bangkok 8th Sept., and Koh-
si-chang 9th, Rice and Timber.—Butter-
field & Swire.
MACHEW, British steamer, 995, H. Beaton,
18th Sept.—Siam 12th Sept. General—
Butterfield & Swire.
NANVANG, German steamer, 983, Th. Lehmann,
9th Sept.—Swatow and Amoy 18th
Sept. General—Douglas, Laprak & Co.
SERBIA, German steamer, 2,377, Ostermann,
19th Sept.—Hamburg 1st Aug. and
Singapore 13th Sept. General—Siemssen
& Co.
SUEVA, German steamer, 4,129, Fürch, 14th
Sept.—Swatow 13th Sept. General—
Siemssen & Co.
TAIWAN, British steamer, 1,459, R. Nelson,
3rd Sept.—Melbourne 22nd July, Sydney
26th, Brisbane 1st Aug., Townsville 4th,
Cocktown 6th, Thursday Island 13th, Port
Darwin 17th, and Manila 31st, General—
Butterfield & Swire.
TETARTOS, German steamer, 1,574, T. Desler,
15th Sept.—Saigon 1st Sept., Rice and
General—Siemssen & Co.

Sailing Vessels.

CHALLENGER, American ship, 142, Gould, 12th
Sept.—Manila 2nd Sept. Ballast—Ald-
hold, Karg & Co.
GOVERNOR ROSS, American ship, 1,627,
Nichols, 21st Aug.—New York 5th May,
Kerosine Oil.—Standard Oil Co.
HUTTON HALL, British ship, 1,989, Thurber,
5th Sept.—Tacoma 23th June, Flour—
Order.
JOSEPHUS, American ship, 1,547, P. Gilkey,
30th Aug.—New York 25th April, Case
Oil.—Standard Oil Co.
RETRIEVER, British schooner, 96, Parker, 8th
Sept.—Honolulu 16th July, Ballast—
Order.
SIMLA, British 4-masted bark, 2,087, Huestis,
23th Aug.—Cebu and Philippine Islands
22nd Aug. Ballast—Order.
ST. DAVID, American ship, 1,400, Lyons, 16th
Aug.—San Francisco 23rd June, Flour—
Order.

**HER BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.**

Hongkong, September 21st, 1899.
Alacrity, dispatch vessel, 1,700 tons, 10 h.p.,
q.t. guns, 3,000 i.h.p., Commander A. H.
Smith-Dorrien, cruising.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,
Comdr. E. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H.
Baily, cruising.
Barclay, 1st class battleship, 13,000 tons, 14
guns, 11,600 i.h.p., Captain Hon. S. C. J.
Colville, C.B., cruising.
Bonaventure, and class cruiser, 4,300 tons, 18
guns, 9,000 i.h.p., Capt. R. H. J. Mont-
gomery, C.B., R.N., Hongkong.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600
h.p., Capt. Wrey, cruising.
Centurion, 1st class battleship, 10,900 tons, 14
guns, 13,000 i.h.p., Captain R. J. Jellicoe,
cruising.
Daphne, sloop, 1,140 tons, 8 guns